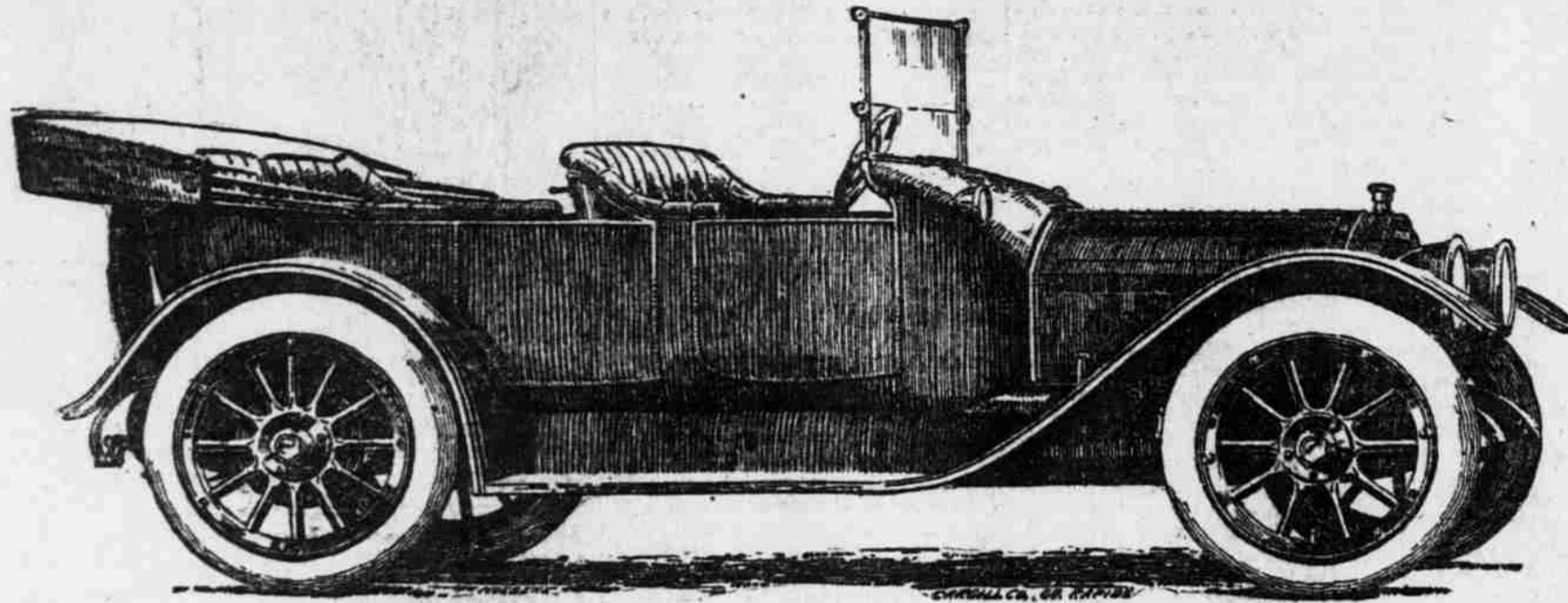


# Velie

## America Follows Europe Returns to "Fours"!



### This Velie Four Will Displace Practically Any Six (At a much lower cost for maintenance)

Already the average owner is tired of the excessive fuel and tire cost of the heavy "Six," and Europe, the Dictator of Automobile practice, has come back to the economical "Four." There only the light "Six" survives--the new highly developed "Four" is supreme. In this country the type of car now supreme in Europe (the Velie 4-45) leads the way. Advance orders for this remarkable car are 300 per cent. greater than last year--in the face of the tremendous shout for "Sixes" made by so many manufacturers.

#### We Build The Light Weight "Velie Six"—Why?

Because the experience of Europe has taught us how to build a real Light "Six." A "Six" that weighs less carrying a load of six people than many a "Six" weighs empty.

A certain small percentage of owners may always want a "Six." And this (Light Weight Velie) "Six" actually competes with "Fours" of the same size and power in economy of operation.

But even our output of this remarkable car is greatly restricted. And what we build will be built on order for our dealers.

#### Velie Output of "Fours" to be Doubled --Trebled if Possible!

The Velie alone (with possibly one other high-grade American factory) has accepted the verdict of Europe and is confining its big output to "Fours."

Additional factory buildings have so far enabled us to supply the new Velie 4-45 in sufficient quantity.

But already Velie dealers are booking many orders from "Six" owners who in less than one season have discovered the useless expense of owning a heavy "Six."

#### The Three Great Velie Models

**Model 10** (The Light) Velie Six. Cylinders cast in triplets, bore 3 1/4 inches, stroke 5 1/4 inches. Wheel base 126 inches. Tires 37x4 1/2 inches front and rear. Transmission, four speeds forward and one reverse. Selective sliding. Lubrication, constant level circulating system. Built as 5-passenger touring car, 4-passenger torpedo, 2-passenger roadster. Price ..... **\$2,350**

**Model 9** The famous Velie "4-45." Cylinders cast in pairs, bore 4 5/8 inches, stroke 5 1/4 inches. Wheel base 121 inches. Tires 36x4 inches front and rear. Transmission, four speeds forward and one reverse. Selective sliding. Lubrication, constant level circulating system. Built as 5-passenger touring car, 4-passenger torpedo, 2-passenger roadster. Price ..... **\$2,000**

**Model 5** "4-35." Cylinders cast en bloc, bore 4 inches, stroke 5 1/4 inches. Wheel base 113 inches. Tires 34x4 inches front and rear. Transmission, three speeds forward and one reverse. Lubrication, constant level circulating system. Built as a 5-passenger touring. Price ..... **\$1,500**

#### This Remarkable Equipment Standard on all Velie Models

Gray & Davis Electric Starter.  
Gray & Davis Electric Lighting.  
Goodyear 10% Oversize. No-Rim-Cut Tires.  
Demountable Rims, with extra rim carried at the rear.  
Concealed Electric Horn.  
Bosch Magneto Dual Ignition.

Stromberg High-Efficiency Carburetor.  
Mohair Top and Ventilating Rain-vision Wind-shield.  
Left Steer with Center control.  
Extra Long Springs, 2 1/4 inches wide.  
Deep Upholstery with best leather used through out.  
Warner's Speedometer.

#### Why "Sixes" Will Not Supersede "Fours"

Manufacturers went to "Sixes" to get a smoothness of running they could not get from "Fours" of the ordinary type.

But today in Europe the highly perfected methods of balance-construction make the 4-cylinder car as flexible and smooth-running as the "Six."

And 4-cylinder economy can never be obtained from a 6-cylinder car.

So, practically, the only difference between the new Velie "Four" and the ordinary "Six" is in weight and tire and fuel expense.

Ask any owner of a heavy "Six" what that difference is!

#### Lighter Than Other 4-Cylinder Cars of Same Size & Power

Consequently much more power for speed or hill-climbing.

Wonderful riding ease with same speed over rough country roads, comfort equal to that of any "Six."

For the long, wide springs, oversize tires and balanced construction produce wonderful riding values.

Conspicuously beautiful in design, upholstery, and excellence in finish--the Velie car is remarkable.

Its complete equipment is practically the same as that in cars selling for \$2,000 or \$3,000 more.—The very best.

#### Why The Return to "Fours"

If six-cylinder cars could be built relatively as economical as a properly constructed "Four," we would build more "Sixes."

But manufacturing and engineering experience shows that the four-cylinder car is the most efficient and the most economical per unit of power and weight.

And so our big production will be of "Fours."

The automobile buying public know as well as automobile engineers, that for economy the four-cylinder car has the lead.

We do build a "Six," with the same relative superiority over other "Sixes," as the Velie "Four" has over other "Fours" of its class.

But we build it practically on order, for we know that the big general demand is for "Fours."

The proportion of "Fours" to "Sixes" will be tremendously in favor of the "Fours."

## Velie Motor Vehicle Company, Moline, Illinois

Office Phone, Davenport 5559

G. H. KNOWLES, Davenport Dealer

Res. Phone, Davenport 5348-L

#### REALTY CHANGES

Dan McNeal to Joseph O. Giesler, lots 5 and 6, block 52, Watertown; \$1.  
Frederick O. Lyons to Dan Mc-

Neal, lots 25 and 5, block 41, Watertown; \$2,200.

Mary Yost and husband to Charles Shuler, part lot 36, section 21-1 east; \$1,500.

Milstead and Goble to Sadie B. Bolla,

lot 12, block 1, Woodruff and Sears' First addition, Sears; \$900.

John Conrad to Charles Volk, part lot 33, Guyer's First addition, Rock Island; \$250.

John Conrad to William P. Volk,

part lot 33, Guyer's First addition, Rock Island; \$350.

Harriet A. Goodman and husband to Pelazie Helbrandt, lots 10, 11, 12, 13, 14 and 15, block 3, Woodburn's addition, Rock Island; \$1,750.

Springfield, Ill.—Governor Dunne announced the appointment of Thomas Jeremiah, Willisville, as a member of the Illinois mine rescue commission, to succeed Thomas Moses of Danville, resigned, and John C. Staughan, Chicago, as a member of the Illinois art commission, to succeed Jens Jensen of Chicago.

New York—The supreme court of the United States was called upon to

decide whether owners of the ill-starred steamer Titanic must face suit for more than \$16,000,000 or only \$91,000 for loss of life and property when that ship went down.